

February 18, 2008

Hallowell Comprehensive Plan Committee  
Guiding Principles - third draft



1. Part of the special character of Hallowell is defined by its Main Street, its in-town residential neighborhoods, and its rural areas. This character should be reinforced and enhanced.
2. An equally important part of Hallowell's special character is the diversity of its residents - from artists to farmers, from young to old. To enable this diversity of people to continue, Hallowell should encourage a diversity of owner and rental housing types at a variety of prices.
3. Downtown and the waterfront should be lively and a focus of many activities. Here are some examples, with the understanding that it does not exclude other possibilities:
  - housing in the upstairs
  - shops along the street
  - boating and outdoor events at the new bulkhead
  - infill buildings on suitable spaces on Water Street
  - performance, culture, and arts spaces
  - places for teens to gather (without alcohol)
  - safe and convenient pedestrian access from downtown to the Rail Trail, Vaughn Field, elementary school.
  - adequate parking
  - public toilet facilities
4. The existing commercial development pattern of Water Street, in which small, locally-owned businesses predominate, and there are no box or strip commercial stores, should be extended to appropriate areas on both the north and south, and to commercial zones west of I-95; and the existing pattern of residential development in the village area should be extended to appropriate areas nearby.
5. Hallowell should be sensitive to landowners's needs to be able to make reasonable economic use of their properties, and should consider incentive-based as well as regulatory approaches to achieving its land use goals.
6. Hallowell should be environmentally responsible in protecting its water quality, encouraging energy-efficient development, promoting walking and bicycle riding, encouraging recycling, and discouraging light pollution.
7. Hallowell should encourage pedestrian and bicycle connections along public ways between its neighborhoods and schools, its trails and parks, its urban and rural areas.
8. Hallowell should work neighboring communities and the state Department of Transportation to divert commuting traffic from residential streets, to slow traffic to safe speeds, and to ensure that the community is safe and easy to walk and bicycle around.